5.0 ALTERNATIVES

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) contain an analysis describing a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any significant or potentially significant impact(s). The analysis also evaluates the comparative merits of the alternatives (*State CEQA Guidelines* Section 15126.6). Alternatives that avoid or substantially reduce significant impacts are considered, even if these alternatives would impede to some degree the attainment of project objectives or would be more costly to the project applicant (*State CEQA Guidelines* Section 15126.6(b)). The alternatives do not need to consider less-than-significant impacts identified for the proposed project.

The alternatives analysis is intended to inform the public and decision-makers of alternatives to the project and to provide a meaningful evaluation, analysis and comparison of these alternatives with the proposed project. An EIR need not consider every conceivable alternative to a project, but rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation (*State CEQA Guidelines* Section 15126.6(a)). As required by CEQA, this section also includes an analysis of the No Project Alternative.

In response to the Notice of Preparation for this Environmental Impact Report (EIR), several commentators requested analysis of alternatives. One commentator requested consideration of an alternative that would extend Central Park onto Parcel 2 and build senior housing on Parcel 3. Another commentator requested consideration of a mixed-use (housing and retail) alternative to reduce the number of vehicle trips associated with the project. A couple of commentators requested consideration of other alternative land uses including an education facility and/or clinic, a city government site, or a senior and/or family housing project. All of these scoping comments are addressed in the alternatives analysis presented below.

5.1.1 Project Objectives

The City of Santa Clara has developed the following primary objectives to satisfy the requirements of *2008 California Environmental Quality Act (CEQA) Statutes and Guidelines* Section 15124 (b).

- Provide development consistent with the Santa Clara General Plan and the City's long-term development goals.
- Provide up to an additional 806 housing units in the City of Santa Clara and region.

- Provide housing in proximity to jobs, services and transportation.
- Provide affordable housing on the project site.
- Provide additional housing units to assist the City in meeting the City's housing objectives.
- Create residential development compatible with surrounding uses.
- Re-develop a vacant and under-utilized site that is visually degraded.
- Provide on-site drainage consistent with the City's adopted standards.
- Implement smart-growth principals by redeveloping underutilized properties and developing higher density projects along established transit corridors.

The applicant's project objectives are to develop a well-designed, economically feasible residential community that consists of a variety of residential products and unit types, and incorporates smart-growth elements such as redevelopment of underutilized properties and implementation of higher-density development along established transit corridors away from single-family homes. The proposed project has also been developed to meet the goals of the Housing Element of the Santa Clara General Plan. Key objectives of the project are listed below.

- Provide a number of residential units at the project site that is consistent with the number that is currently allowed by the City's Housing Element (Section 3.4.3), but that is sensitive to the surrounding residential uses. Provide optimal development design with appropriate amenities.
- Maximize the amount of green space (approximately 34 percent of the site) at the project site, which is currently approximately 85 percent impervious and approximately 15 percent pervious (landscaped), to provide passive and active recreational opportunities.
- Provide affordable high-quality housing within the community.
- Provide a mixed-density housing community to serve the housing needs reflective of the social and economic diversity and needs in the City.
- Orient the different housing types on site in a manner that is compatible in density and size to the various housing densities surrounding the site.
- Remove the existing hospital structure, which does not meet seismic State standards for a hospital use.
- Re-use of demolition materials (e.g., concrete, steel, etc.) on site to reduce landfill waste and incorporate sustainable building practices.
- Develop and implement green building standards for the proposed buildings and other applicable structures on site.

- Provide affordable housing opportunities to help meet the City's annual regional housing needs, including housing for lower and moderate-income households.

5.1.2 Impacts of the Proposed Project

To develop project alternatives, the City, as Lead Agency, considered the project objectives and reviewed the significant impacts of the proposed project, identified those impacts that could be substantially avoided or reduced through an alternative, and determined the appropriate range of alternatives to be analyzed. **Section 4.0, Environmental Setting, Impacts and Mitigation Measures**, of this EIR evaluates the potential for the proposed project to result in significant impacts to the following resource areas: aesthetics; air quality; biological resources; global climate change; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; population and housing; public services; parks and recreation; transportation and traffic; utilities and service systems; and all other environmental topics, including agricultural resources, cultural resources, geology and soils, and mineral resources. The analysis in **Section 4.0** revealed that implementation of the proposed project would result in potentially significant and significant impacts in six resource areas: air quality; biological resources; hazards and hazardous materials; noise; parks and recreation; and transportation and traffic. These impacts would be reduced to a less-than-significant level after incorporation of mitigation measures. A summary discussion of project impacts under each resource area analyzed in the EIR is presented below.

Table 5.0-5, Summary Comparison of Gallery at Central Park Project Alternatives, presented at the end of this section, lists all the potentially significant and significant impacts of the proposed project. Alternatives that would meet most of the project objectives and would avoid or reduce the project's significant impacts and significant unavoidable impact are identified and analyzed in detail below.

Aesthetics

Section 4.1, Aesthetics, of this EIR identified a less-than-significant impact to the potential degradation of the existing visual character of project site and surrounding area as a result of project implementation. **Section 4.1** also identified a less-than-significant impact related to a potentially substantial increase in light and glare sources on site. No significant and unavoidable aesthetic impacts were identified.

Air Quality

Section 4.2, Air Quality, of this EIR identified a potentially significant and significant impact associated with construction and operational emissions of fugitive dust and criteria pollutants (Impacts AIR-1 and AIR-2). These impacts would be reduced to less-than-significant with mitigation. Less-than-significant impacts were identified for impacts associated with high carbon monoxide concentrations at busy

intersections and congested roadways, objectionable odors, and exposure of individuals to toxic substances. No significant and unavoidable air quality impacts were identified.

Biological Resources

Section 4.3, Biological Resources, of this EIR identified a potentially significant impact related to the removal of bat roosts (Impact BIO-1), removal of active nests of common and migratory wildlife species (Impact BIO-2), removal of trees (Impact BIO-3), and the riparian habitat corridor associated with Saratoga Creek (Impacts BIO-4). These potentially significant impacts would be reduced to a less-than-significant level with mitigation. No significant and unavoidable impacts were identified for biological resources.

Global Climate Change

Section 4.4, Global Climate Change, of this EIR indicates that the proposed project would not impede or conflict with the emissions reduction targets and strategies prescribed in or developed to implement Assembly Bill (AB) 32. Mitigation measures related to reducing greenhouse gas emissions were identified to further reduce this less-than-significant impact. No significant and unavoidable global climate change impacts were identified.

Hazards and Hazardous Materials

Section 4.5, Hazards and Hazardous Materials, of this EIR identified potentially significant impacts related to the potential discovery of underground storage tanks (USTs) and removal of and exposure to asbestos during demolition and construction (Impact HAZ-2 and HAZ-3). Incorporation of mitigation measures would reduce these impacts to less-than-significant levels. All other impacts associated with hazards and hazardous materials from project construction and operation would be less-than-significant. No significant and unavoidable hazards and hazardous materials were identified.

Hydrology and Water Quality

Section 4.6, Hydrology and Water Quality, of this EIR identified less-than-significant impacts related to hydrology and water quality. No significant and unavoidable impacts were identified for hydrology and water quality.

Land Use and Planning

Section 4.7, Land Use and Planning, of this EIR identified less-than-significant impacts to land use and planning. No significant unavoidable impacts were identified related to land use.

Noise

Section 4.8, Noise, of this EIR identified noise impacts associated with construction to be potentially significant (Impact NOISE-4) and mitigation measures were provided to reduce this impact to a less-than-significant level. All other impacts related to noise from project operation would be less than significant. No significant unavoidable impacts were identified related to noise.

Population and Housing

Section 4.9, Population and Housing, of this EIR identified a less-than-significant impact relative to a substantial increase in population growth as a result of the project. No significant unavoidable impacts were identified related to population and housing.

Public Services

Section 4.10, Public Services, of this EIR identified a less-than-significant impact to fire, police, library services, and other public facilities (i.e., George F. Haines International Swim Center and the Santa Clara Senior Center). No significant and unavoidable impacts were identified for public services.

Parks and Recreation

Section 4.11, Parks and Recreational Facility, of this EIR identified a significant and potentially significant impact related to the increased demand and overuse of parks in the City as a result of project implementation (Impact REC-1 and REC-2). This potentially significant impact would be reduced to a less-than-significant level with mitigation. No significant and unavoidable impacts were identified for parks and recreation.

Transportation and Traffic

Section 4.12, Transportation and Traffic, of this EIR identified a significant impact related to the project's contribution to the intersection of San Tomas Expressway and El Camino Real, which already operates at unacceptable levels. The project would increase the volume-to-capacity ratio by more than 0.01 and increase the delay experienced by motorists by more than 4 seconds in the AM peak hour (Impact TRA-1). This impact would be mitigated to a less-than-significant level through payment of fair-share contributions (Mitigation Measure TRANS-1). It was also determined, as described in **Section 4.12**, that the project would have a cumulatively considerable contribution to the cumulative level of service impact at the following two intersections: San Tomas Expressway and El Camino Real and San Tomas Expressway and Homestead Avenue (Impact TRANS-6). The project applicant's payment of fair-share contributions would mitigate the impacts to San Tomas Expressway and El Camino Real and Lawrence

Expressway and Homestead Avenue to a less-than-significant level. A significant impact would also occur with the development of the project to Pepper Tree Lane by increasing the average daily traffic volume above 150 vehicles per day (Impact TRANS-5). The project would mitigate this impact to a less-than-significant level by implementing a design that restricts vehicles traveling east on Kaiser Drive to enter the site and restricts vehicles leaving the site from turning left onto Kaiser Drive (traveling west). No significant and unavoidable transportation and traffic impacts were identified.

Utilities and Service Systems

Section 4.13, Utilities and Service Systems, of this EIR identified less-than-significant impacts related to utilities. No significant and unavoidable impacts were identified for utilities and service systems.

Other Resource Topics

Section 4.14, Other Resource Topics, of this EIR identified less-than-significant impacts related to agricultural resources, cultural resources, geology and soils, and mineral resources. No significant and unavoidable impacts were identified for these resources.

5.2 ALTERNATIVES TO THE PROPOSED PROJECT

5.2.1 Alternatives Considered But Not Evaluated in Detail

This section discusses alternatives that were considered for the project, but were not evaluated in detail because they did not meet project objectives or were found to be infeasible for technical, environmental, or social reasons.

Reuse of Existing Buildings Alternative

This alternative considered re-occupancy of the existing hospital buildings with residential land uses. This alternative considered the construction of 225 townhomes, 702 apartment units, and 47 single-family homes, totaling 974 housing units, on the project site. Based on a preliminary evaluation of the costs to retrofit the main hospital, it was determined that this alternative was not economically feasible and was rejected.

Alternate Off-Site Locations

No feasible off-site locations for the proposed project were found. To attain most of the project's objectives, the applicant would require a relatively large area of land to develop, or redevelop. The project site is approximately 26 acres. The project applicants do not own or control any other property in

the City. Any off-site alternatives outside the City would be out of the jurisdiction of the City of Santa Clara to review. It was determined that alternate sites in the City would: likely require the assembly of several adjacent parcels to achieve a comparable land area, were already being developed, were too small to support similar development or large parcels within the City's industrial area, and would possess an equal or greater number of features that could potentially result in significant environmental impacts. Furthermore, it is also conceivable that, from a regional perspective, other suitable parcels may exist for the project. Perhaps many sites could be available in the greater bay area. The result would be to simply transfer the impacts of the project to another location similar in character and need to the proposed project site, thereby not avoiding or reducing the magnitude of potentially significant impacts at all. Therefore, it was determined that a reasonable range of alternatives did not require the inclusion of an off-site location for meaningful evaluation of the proposed project's impacts.

5.2.2 Alternatives Considered in Detail

As noted earlier in this section, the proposed project would result in potentially significant or significant impacts in six resource areas: air quality; biological resources; hazards and hazardous materials; noise; parks and recreation; and transportation and traffic. No significant and unavoidable impacts have been identified. The potentially significant and significant impact to the other resources areas listed above would be reduced to a less-than-significant level with mitigation. In all other resource areas, the project would either have no impact or less-than-significant impacts. Therefore, the focus of this alternatives analysis is on the ability of the alternatives presented below to avoid or minimize the potentially significant and significant impacts on air quality; biological resources; hazards and hazardous materials; noise; parks and recreation; and transportation and traffic. Note that in the discussion below, resource areas where project impacts would be less-than-significant and less-than-significant with mitigation are also discussed to determine whether the alternatives would further reduce the magnitude of less-than-significant impacts of the proposed project and also to determine whether the alternatives may result in a new potentially significant or significant impact not identified with the proposed project.

No Project Alternatives

CEQA requires that a "No Project" alternative be considered. The purpose of describing and analyzing a No Project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The *State CEQA Guidelines* state that the No Project alternative is the circumstance under which the project would not proceed. If the No Project alternative would not result in the preservation of existing conditions, the consequences of not approving the project along with the environmental changes that would result should also be addressed. Future development on the project site is likely, given that the project site is an available vacant infill lot, with

existing infrastructure, within a well-developed City. Therefore, in this case the No Project alternative is the development of the site pursuant to the Santa Clara General Plan land use designation. However, this project site is unique in that the existing General Plan land uses on site consist of four different land use types. Parcels 1 and 2 are currently designated Residential Medium Density or/and Parks and Recreation or/and Institutional, and Parcel 3 is designated Residential Moderate Density. The following No Project alternatives consider the development of Parcels 1 and 2 with a park and recreational uses consistent with the General Plan, as well as an Institutional land use consistent with the General Plan. As discussed in **Section 4.7**, the existing General Plan land use for Parcel 3 is inconsistent with the existing development on site (medical office uses). For the purposes of this alternative analysis, it is assumed that Parcel 3 would remain in its current condition, as medical office uses, in order to adequately address the No Project alternative under CEQA.

Alternative 1: No Project, No Build Alternative

Alternative 1 would result in no redevelopment of the project site. The existing buildings on Parcels 1 and 2 would remain vacant and the buildings on Parcel 3 would either remain in operation or could be vacated due to the opening of the new Kaiser facility at a difference location.

Relationship to Project Objectives

Alternative 1 would not achieve any of the project objectives.

Comparative Analysis of Impacts

Alternative 1 would eliminate all of the significant environmental impacts identified for the proposed project. However, this alternative would leave several vacant buildings on the project site. Over time these buildings may result in adverse effects on the neighborhood including safety issues, blight, degradation of the buildings, and a negative aesthetic effect. Therefore, this alternative may not be preferred over the proposed project from these perspectives.

Alternative 2: Parks and Recreation Land Use

This alternative considers development of Parcels 1 and 2 with a park and associated recreational facilities. Parcel 3 would remain under existing conditions as a medical office use.

According to the general plan, the Parks and Recreation designation allows recreational uses in open space land areas, including city parks and recreational facilities. The maximum building coverage and building height must be consistent with the most restrictive land use surrounding the site. For this alternative, the Residential Moderate Density land use is used as guidance for the building envelope and

landscaping requirements. The landscaping requirement includes common open space, in addition to on-site recreational facilities where appropriate.

In order to gain a sense of the most intense land use that could be developed on the site under this land use designation, this alternative assumes that a recreational facility would be constructed at the maximum building coverage of 35 percent on Parcels 1 and 2. Using this assumption, approximately 8 acres of the 23-acre site for Parcels 1 and 2[1] would be developed with recreational uses. Approximately 14 acres would be parkland, and 1 acre would be paved for parking. Given the large potential area for recreational development, this analysis assumes that a variety of uses could be implemented on the site. A recreation center two stories in height and approximately 100,000 square feet could be implemented, as well as tennis courts, basketball courts, playgrounds, picnic facilities, and a walking trail. The recreational facility would be located on the eastern portion of the site to provide a connection for park users to Central Park on the eastern side of Kiely Boulevard.

Similar to the proposed project, the existing buildings on the project site would be demolished to facilitate the new uses on the site. Parking would be provided for the open space and recreational facility in accordance with City's parking standards. As with the proposed project, domestic water service would be provided to the site by the existing water infrastructure and would be supplemented with new infrastructure where required. The sewer system would consist of sewer lines that would connect to the on-site recreational facility and extend to the existing sewer lines in Kaiser Drive and Kiely Boulevard. Stormwater runoff would be treated on-site prior to discharging into the City's storm drain, consistent with the City of Santa Clara Public Works Department guidelines and standards.

Relationship to Project Objectives

Alternative 2 would achieve the project objective to provide green space on site, composed of passive and active recreational opportunities. This alternative would also remove the existing hospital buildings on Parcels 1 and 2, and would reuse concrete and steel on-site, to the extent feasible. No other project objectives would be achieved.

Comparative Analysis of Impacts

Aesthetics

Under Alternative 2, views toward the site from various accessible public viewpoints would consist of more open areas and fewer buildings than what is currently visible on the site. The recreational facility

[1] Parcel 1 and 2 total 23 acres. Thirty-five percent of 23 acres equal 8.05 acres.

would be the most prominent view on Parcels 1 and 2 from Kiely Boulevard, Kaiser Drive, and Pepper Tree Drive. Public viewpoints of this parcel are mainly from motorist traveling along Kiely Boulevard. While fewer buildings would be visible on site compared to existing conditions, and the mass of the new recreational facility would be less than the main hospital, implementation of this alternative would also not substantially degrade the existing visual character of the project area (similar to the conclusion reached for the proposed project). Additionally, 40 percent of the site would be landscaped, and the majority of the existing trees on the site would remain. In summary, aesthetics impacts would be of smaller magnitude under this alternative compared to the proposed project.

Implementation of this alternative would introduce new sources of light and glare to the project site. However, given the developed nature of the surrounding area, the light associated with the uses on site with this alternative is not considered substantial, similar to the proposed project. Therefore, this alternative would not substantially minimize or avoid the light and glare impact of the project. The same mitigation measures proposed for the project would further reduce light and glare impacts with this alternative.

Air Quality

Demolition of the main hospital building and medical building on Parcels 1 and 2 would occur with this alternative. The medical buildings on Parcel 3 would remain in their current conditions. Construction and demolition activities would result in the generation of short-term emissions of fugitive dust and criteria pollutants resulting in a significant impact. The same mitigation measures proposed for the project would be applied to this alternative to reduce these emissions to a less-than-significant level. This alternative would result in fewer fugitive dust and criteria pollutants than the proposed project since less demolition would occur with this alternative.

The proposed parks and recreational uses would result in fewer vehicle trips than the proposed project. This alternative would generate approximately 660 daily trips, whereas the proposed project would generate approximately 4,302 daily trips. The operational impacts of this alternative would be less than those of the proposed project because there would be a reduction in vehicle emissions as a result of fewer trips coming to and from the site compared to the proposed project. No new or increased air quality impacts are anticipated under this alternative.

Biological Resources

The amount of demolition and construction activities would be less on the project site with this alternative as described for the proposed project. Nonetheless, project construction might also result in the potential direct loss of special-status bat species or indirect impacts due to construction noise. Similar

to the proposed project, this is a potentially significant impact. The same mitigation measures proposed for the project would apply to this alternative. Mature trees would be removed, but to a lesser extent than with the proposed project, since the park and recreational facilities would be designed to preserve as many existing trees as possible. The same mitigation measures identified for the project would apply here to reduce impacts to a less-than-significant level. This alternative would also result in a potentially significant impact relative to the direct loss of active nests of common and migratory bird species and common bat species because trees would be removed. The same mitigation measures identified for the proposed project would apply to this alternative to reduce these impacts to a less-than-significant level. The impact to riparian habitat would be similar under this alternative with the proposed demolition activity and the removal of the asphalt parking lot. The same mitigation measures as identified for the proposed project would be implemented under this alternative to reduce the impact to a less-than-significant level. Implementation of Alternative 3 would not increase or result in a new significant impact to biological resources, and impacts to biological resources would be reduced under this alternative compared to the proposed project.

Global Climate Change

Implementation of the park and recreation use on-site would promote park use for local residents and could reduce the vehicle miles traveled by existing residents to park uses further away in the City, or beyond City limits. This alternative would implement suggested mitigation measures such as designing the recreation center building to be energy efficient, utilizing reclaimed water for irrigation, utilizing graywater to the extent feasible, reusing concrete and steel from the demolished existing land uses on site, and the preservation of existing trees. Although the number of vehicle trips and stationary sources would be reduced with this alternative, the vehicle miles traveled to the site would increase, since park users would come from different areas of the City or from area outside of the City. However, similar to the proposed project, this alternative would not impede or conflict with the emission reduction targets and strategies prescribed in or developed to implement AB 32.

Hazards and Hazardous Materials

Demolition and construction activities would be similar to those proposed for the project on Parcels 1 and 2. Construction activities associated with this alternative could uncover and expose construction workers and future residents to USTs. Similar to the proposed project, this is a potentially significant impact. Similar mitigation measures as those identified for the proposed project would be implemented to reduce this impact to a less-than-significant level. Additionally, regulated building materials present in the buildings to be demolished on the project site could be released to the environment and pose a risk to construction workers or the public. Similar to the proposed project, this is a potentially significant impact.

Similar mitigation measures as those identified for the proposed project would be implemented to reduce this impact to a less-than-significant level. However, because this alterative would result in less construction activity than the proposed project, implementation of this alternative would reduce the number of people exposed to construction activity on site, and thus would reduce the magnitude of this impact compared to the proposed project.

Hydrology and Water Quality

The demand for recycled water would be higher with this alternative given the amount of area that would be irrigated. Recycled water is provided by South Bay Water Recycling. As described in **Section 4.6** the proposed would not substantially deplete groundwater such that there would be a net deficit in aquifer volumes or a lowering of the local groundwater table level. The proposed park and recreational facility uses would generate potable water demand, but at a lesser rate than the proposed project. Therefore, this alternative would have a lesser impact to groundwater than the proposed project.

With this alternative, storm water would be treated prior to discharging to the City's storm drain system, and all surface water would be collected to flow to the existing storm drain system in Kaiser Drive. This alternative would result in a greater amount of pervious surfaces than existing conditions, given that 40 percent of Parcels 1 and 2 would be landscaped. Greater infiltration of water and less runoff from the site would occur with this alternative, which is considered a better environmental condition when compared with the proposed project. Therefore, implementation of this alternative would reduce the magnitude of impacts to hydrology and water quality compared to the proposed project.

Land Use and Planning

This alternative would not divide an existing community. This alternative would be beneficial as it would expand the parkland uses at Central Park and extend recreational opportunities onto the project site. This alternative would also be consistent with the general plan designation for the project site. Therefore, impacts related to land use and planning are anticipated to be less-than-significant, similar to the proposed project.

Noise

This alternative proposes a park and recreational facilities to be constructed on Parcels 1 and 2. Fewer traffic trips to and from the project site would be generated under this alternative, when compared with the proposed project given the less intense use of the site. This would reduce the impact identified for the proposed project related to traffic-related noise. However, the new recreational facility would attract a substantial amount of day users that could cause sporadic increases in exterior noise levels. Additionally,

concerts, sporting events, and other events could take place at the park during the summer, similar to the events that currently occur at Central Park. This could potentially expose existing and future residents located nearby to more noise from events and activities at the park, and noise from these events could be considered an annoyance under Section 9.10.040 of the City's Municipal Code. However, the City restricts park activities that could result in unacceptable noise levels. Furthermore, the recreational building and facilities that would typically house these types of events would be located on the east side of the project site at a distance of more than 500 feet from the nearest home. Therefore, the overall exterior noise level impact with implementation of this alternative is expected to be less-than-significant, similar to the proposed project. Due to the less intense land uses proposed under this alternative, it is anticipated that this impact would be reduced in magnitude under this alternative compared to the proposed project. Similar mitigation measures would be implemented to ensure that this impact is reduced to a less-than-significant level.

Noise impacts associated with demolition and construction activities would be less under this alternative, since the redevelopment of Parcel 3 would not occur. Nonetheless, the same mitigation measures as identified for the project would be implemented for construction activities to ensure this impact would be reduced to a less-than -significant level.

Parks and Recreation

This alternative would implement a park and recreational facilities on Parcels 1 and 2. The City is currently deficient in parkland by approximately 35 acres. Therefore, implementation of this alternative would be a beneficial park impact by increasing the amount of parkland available within the City. This alternative would avoid the significant impact to parks as a result of acreage deficiency and the potentially significant impact to the overuse of parks that may lead to deterioration as identified in **Section 4.11** for the proposed project.

Population and Housing

This alternative could induce growth by providing new jobs at the proposed recreation center and park. However, the number of new jobs created is anticipated to be relatively small compared to overall workforce in the City. These jobs could be filled by existing residents and this alternative would not cause a substantial increase in residential growth. This alternative would result in less-than-significant impacts related to population and housing, similar to the proposed project.

Public Services

This alternative would implement park and recreational uses on Parcels 1 and 2. Although implementation of this alternative would increase the demand for public services, such as police and fire, the increase in demand would be minimal given the type of land use proposed and compared to the proposed project. Therefore, this impact would further reduce the impact to public services identified for the proposed project.

Transportation and Circulation

Impacts related to transportation and circulation would be reduced under this alternative given that a park and recreational uses would generate less traffic trips to and from the project site than a high density residential development. As discussed in **Section 4.12**, trip generation associated with the proposed project would generate approximately 4,302 new trips from the project site. It is anticipated that the recreational center (assuming 100,000 square feet building space) would generate approximately 640 daily vehicle trips. The remainder of the park site would generate approximately 20 daily vehicle trips. Compared to the proposed project, it is anticipated that this alternative would eliminate the project- level and cumulative significant impact at the intersection of San Tomas Expressway and El Camino Real as well as the significant cumulative impact at San Tomas Expressway and Homestead Avenue. Although parking would be provided on site for the park and recreational uses, increased congestion and parking capacity would occur during park events with this alternative versus the proposed project. This impact could be mitigated by providing off-site parking and shuttles to and from the park during these events. Overall, this alternative would avoid and lessen traffic-related impacts identified for the proposed project.

Utilities and Service Systems

Under this alternative it is anticipated that impacts related to utilities and service systems would be further reduced when compared to the proposed project. The 14 acres of parkland would generate the highest demand for water for irrigation. Using the information in the water supply assessment prepared for the project (**Appendix 4.6**), 15 acres of irrigated parkland (open space) would generate the demand for approximately 592.2[2] acre feet per year (afy) of water. A planned recycled water main and distribution system would serve the site and would be adequately sized and designed to meet this demand. However, since recycled water is not yet available at the project site, this analysis conservatively assumes that 592.2 afy of potable water would be required to irrigate the parkland. The recreational facilities would also generate water demand. The amount of water demand required with this alternative is higher than that

[2] Five acres of irrigated open space generates a water demand of 197.4 afy.

of the proposed project's demand of 406.1 afy. The 2005 UWMP took under consideration the continued use and operation of the Kaiser hospital at the project site. Based on that report, the historical water use of the site is 122.5 afy. Therefore, the net increase with this alternative is approximately 470 afy. This is a higher net increase in water demand than that created by the proposed project (a net increase of 283.6 afy, which is an approximately 186 afy decrease in water demand). Nonetheless, the WSA concluded that there are sufficient water supplies to provide service to the proposed project without depletion of the groundwater table. The proposed project would generate a higher amount of wastewater than the recreational facilities proposed with this alternative.

Impacts related to utilities and service systems are anticipated to be of lesser magnitude with this alternative when compared with the proposed project. Impacts would be less-than-significant, similar to the proposed project. Implementation of this alternative would not result in a new or increased impact to any other utility and service system identified for the proposed project.

Alternative 3: Institutional Alternative

The Institutional Alternative assumes the development of an institutional land use on Parcels 1 and 2 pursuant to the Santa Clara General Plan. Parcel 3 would remain in its current condition as medical offices. As stated in the General Plan, the Institutional designation includes: "activities such as (1) hospitals and museums; and (2) other activities of a welfare or philanthropic [charitable] nature that can not be considered a residential, commercial, or industrial activity." Major institutional facilities in the City include the City's Civic Center, the Triton Museum, the Headen-Inman and Jamison Brown houses, and the Kaiser Permanente Hospital.

In order to provide a meaningful comparison of impacts of this alternative to the proposed project, this alternative assumes the re-occupancy of a hospital facility similar in square footage to the former Kaiser facility that operated at the site. Other potential land uses that could enter the site would likely result in a less intense land use compared to the hospital. For example, a hospital would be open 24-hours a day, 7 days a week compared to a museum that could operated from 8:00 AM to 5:00 PM Tuesday through Sunday. A hospital would create a greater demand in public services and consume more public utility resources than a civic center or convention center. Similarly, a hospital tends to generate more daily traffic trips and noise than a museum or other institutional use.

This analysis assumes a 382,000-gross square-foot seven-story hospital (75 feet high from grade), and several single-story medical office/administrative buildings totaling approximately 79,700 gross square feet of building space, with a total building space on the site of 461,700 square feet similar to the previous Kaiser facility. The remainder of the site would be a paved (asphalt) parking lot, internal roadways, and

landscaping. The site would be developed with 85 percent impervious surfaces including asphalt, concrete, and buildings. The remaining 15 percent of the project site would be landscaped.

The vacant hospital building on the site would be demolished since the building does not meet current legal seismic standards for a hospital use. The other single-story medical buildings would be retrofitted to accommodate space for administrative/office medical uses, including the three medical office buildings on Parcel 3. The paved (asphalt) parking area would be improved and re-striped to adhere to current parking stall requirements. Existing trees would be removed to accommodate the new hospital and medical buildings. Trees would be replaced at a minimum 2:1 ratio in adherence with the City's common practice for tree replacement. Domestic water service would be provided to the site by the existing water infrastructure and would be supplemented with new infrastructure where required. The sewer system would consist of sewer lines that would connect to the medical buildings and main hospital and extend to the existing sewer lines in Kaiser Drive and Kiely Boulevard. Stormwater runoff would be treated on-site prior to discharge into the City's storm drain consistent with the City of Santa Clara Public Works Department guidelines and standards.

Relationship to Project Objectives

Alternative 3 would achieve some of the project objectives related to removal of the vacant hospital buildings on-site. This alternative would also reuse demolished concrete and steel on-site, to the extent feasible. No other project objectives would be achieved under this alternative.

Comparative Analysis of Impacts

Aesthetics

A new hospital building similar to the bulk and mass of the existing vacant main hospital structure on the site would be constructed with this alternative. The existing medical buildings would be redesigned and remodeled, but the bulk and mass of the buildings would likely remain the same. The existing parking lots would be retained for this use. Implementation of this alternative would not substantially alter the exiting visual character of the site from a mass and bulk perspective. However, this alternative would improve the visual appearance of the site by constructing a new building with a modern architectural design and improve the external conditions of the medical offices, as well as re-pave the parking lot and add new landscaping to the site. Therefore, similar to the proposed project, this alternative would not degrade the existing visual character of the area. This alternative would involve illuminating parking lots and buildings at night and would result in a higher amount of glare on the site associated with the parking lots compared to the proposed project. This would increase the impact of light and glare

identified for the project to a potentially significant level. However, the same mitigation measures identified for the project would apply to this alternative and would reduce light and glare impacts to a less-than-significant level. Overall, this alternative would have similar visual impacts compared to the proposed project.

Air Quality

Alternative 3 would result in air pollutant emissions from construction activities, and other area, mobile, and stationary sources. PM_{10} emissions associated with demolition and grading activities would be less than those under the proposed project since fewer buildings would be demolished under this alternative. Nonetheless, implementation of this alternative would have a significant impact associated with demolition and construction activities. Implementation of the basic, enhanced, and operational fugitive dust control measures would reduce construction-related air quality impacts associated with demolition and grading activities to a less-than-significant level, similar to the proposed project. The land-use and transportation model, URBEMIS2007 Version 9.2.4, was used to estimate operational emissions for the Institutional Alternative. The mobile source emissions associated with the re-occupancy of the site as a hospital use was estimated using this model, which provides estimates of vehicle emissions based on the amount of development and trip generation rate for a hospital use at the site. The traffic report prepared by Fehr and Peers (see **Appendix 4.12**) provides the trips that would be generated by a hospital, in similar size to previous Kaiser hospital on the site. Area source emissions were estimated using URBEMIS2007 include natural gas combustion, landscape maintenance equipment, and periodic architectural coating maintenance. **Table 5.0-1**, **Gallery at Central Park Institutional Alternative – Estimated Net Operational Emissions**, presents the daily net operational (i.e., mobile) and area source emissions associated with the Institutional Alternative. The existing emission in **Table 5.0-1** represent the emissions associated with the traffic related to the existing 30,000 square feet of medical/administrative office buildings. Daily operational emissions associated with the existing medical/administrative buildings were subtracted from this alternative's emissions to calculate the net operational emissions that would result from implementation of this alternative. Detailed URBEMIS2007 outputs, including parameters and assumptions, are provided in **Appendix 5.0.**

As shown in **Table 5.0-1,** operational emissions associated with the day-to-day activities of this alternative would not exceed the emissions thresholds of significance during summer and winter. Therefore, implementation of this alternative would have a less-than-significant impact, which minimizes the significant impact (less-than-significant with mitigation) identified for the proposed project. This alternative would overall generate fewer emissions than the proposed project, and impacts to air quality would be of a lesser magnitude than the proposed project.

Table 5.0-1
Gallery at Central Park Institutional Alternative
Estimated Net Operational Emissions

Emissions Source	Emissions in Pounds per Day				
	ROG	NO_X	CO	SO_X	PM_{10}
Summertime Emissions[1]					
Operational (Mobile) Sources	46.31	50.66	549.10	0.48	86.09
Area/Stationary Sources	2.54	2.57	3.69	0.00	0.01
Summertime Emissions Total	48.85	53.23	552.79	0.48	86.10
Existing Emissions[2]	5.53	5.61	58.45	0.04	6.81
Net Change in Emissions	43.32	47.62	494.34	0.44	79.29
BAAQMD Threshold	80	80	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO
Wintertime Emissions[3]					
Operational (Mobile) Sources	53.62	76.30	598.08	0.42	86.09
Area/Stationary Sources	2.42	2.55	2.14	0.00	0.00
Wintertime Emissions Total	56.04	78.85	600.22	0.42	86.09
	6.52	8.31	64.88	0.03	6.81
Net Change in Emissions	49.52	70.54	535.34	0.39	79.28
BAAQMD Threshold	80	80	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO

*Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 5.0**.*
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
[1] *Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).*
[2] *Existing emissions are those associated with the existing 30,000 square feet of medical/administrative office use.*
[3] *Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).*

Biological Resources

With this alternative, fewer demolition activities would occur on the project site, since the medical office buildings would be retrofitted and re-occupied. Given that building space would occupy less of the site compared to the proposed project, more trees may be retained on with this alternative. This would reduce the magnitude of potentially significant impact related to demolition activities identified for the proposed project and the potentially direct loss of special-status bat species and active nest of common and migratory bird species. However, because demolition activities would still occur and trees would be removed, this impact would remain potentially significant, similar to the proposed project. The same

mitigation measures identified for the proposed project would apply to reduce this potentially significant impact to a less-than-significant level.

This alternative would avoid the potentially significant impact to the riparian corridor along Saratoga Creek identified for the proposed project since the asphalt parking lot would not be removed and the construction of a trail would not occur. As described above, tree removal would also be less under this alternative. Implementation of Alternative 3 would not result in an increase or new significant impact to all other biological resources. In summary, biological resource impacts would be of a lesser magnitude under this alternative compared to the proposed project.

Global Climate Change

Implementation of the hospital use on-site would provide additional medical service to existing residents that may currently utilize medical services further away in the City, or beyond City limits. This alternative would implement the same suggested mitigation measures, such as designing the hospital buildings to be energy efficient, utilizing reclaimed water for irrigation, utilizing graywater to the extent feasible, reusing concrete and steel from the demolished existing land uses on site, and the preservation of existing trees. This alternative would result in less-than-significant impact on global climate, similar to the proposed project. Similar to the proposed project, this alternative would not impede or conflict with the emission reduction targets and strategies prescribed in or developed to implement AB 32. In summary, global climate change impacts would be of a lesser magnitude with this alternative compared to the proposed project.

Hazards and Hazardous Materials

Demolition and construction activities would be similar to those proposed for the project. Construction of the project could uncover and expose construction workers and future residents to USTs. Similar to the proposed project, this is a potentially significant impact. Similar mitigation measures as those identified for the proposed project would be implemented to reduce this impact to a less-than-significant level. Additionally, regulated building materials present in the buildings to be demolished on the project site could be released to the environment and pose a risk to construction workers or the public. Similar to the proposed project, this is a potentially significant impact. Similar mitigation measures as those identified for the proposed project would be implemented to reduce this impact to a less-than-significant level. A hospital facility would routinely use, transport and dispose of hazardous materials and medical bio-waste. However, adherence with federal, state, and local regulations would minimize impacts to a less-than-significant level. Implementation of this alterative would not increase any hazards and hazardous material impacts above those identified for the proposed project.

Hydrology and Water Quality

This alternative would redevelop the site with a new hospital facility similar in size to the former Kaiser facility. According to the water supply assessment (WSA) prepared for the proposed project, the historic water demand at the project site is approximately 123 afy with a hospital comparable in size with the hospital proposed under this alternative. The WSA shows that there is an adequate supple of potable water to serve this use without depletion of the groundwater table. With regard to drainage, this alternative would implement drainage plans and stormwater retention and treatment measures to reduce impacts associated with stormwater runoff and water quality to a less-than-significant level. This alternative would, therefore, have similar impacts related to hydrology and water quality as the proposed project.

Land Use and Planning

This alternative would not divide an existing community. This alternative would implement a new hospital facility in a community that had a hospital use in place for more than 40 years. This alternative would be consistent with the General Plan designation for the project site. Therefore, impacts related to land use and planning are anticipated to be less than significant, similar to the proposed project.

Noise

With this alternative, a new hospital facility would be constructed on the project site. Similar noise impacts associated with demolition and construction activities would be anticipated under this alternative, although slightly reduced given the re-use of the existing parking lot. The same mitigation measures identified for the project would apply to this alternative to reduce this impact to a less-than-significant level.

More vehicle trips would be generated under this alternative than the proposed project given the increased intensity of the use on the site. To illustrate, 7,820 daily trips would be generated by the hospital facility compared to 4,302 daily traffic trips that would be generated by the proposed project. The noise analysis conducted for the proposed project found less-than-significant noise impacts associated with the project-related increase in vehicle trips on local roadways near the project site. The highest increase in project-related traffic noise was calculated for Pepper Tree Lane south of Kaiser Drive (see **Table 4.8-7, Project Off-Site Noise Contributions in dB(A) CNEL/Ldn (Existing Conditions plus Project)**), where the proposed project would add approximately 600 daily trips and would cause the ambient noise levels to increase by about 1.6 dB. According to the traffic report, implementation of a hospital, at the same intensity as the former Kaiser facility, would also result in the addition of approximately 600 daily trips to Pepper Tree Lane south of Kaiser Drive. Therefore, the noise impact on Pepper Tree Lane under this alternative would be the same as under the proposed project.

With respect to project traffic on Live Oak Drive, the traffic report determined that the proposed project would add approximately 130 daily trips to this roadway. Therefore the noise increase was estimated to be much lower than that reported above for Pepper Tree Lane. With respect to Alternative 3, the traffic report determined that approximately 780 daily trips would be added to Live Oak Drive, approximately 650 more daily trips than the proposed project. Therefore, this alternative would increase ambient noise levels on Live Oak Drive by a greater amount than the proposed project. However, the noise increase would be less than 3 dB(A)[3] and the impact of this alternative, although greater than that due to the proposed project, would not be significant based on the significance thresholds presented in **Section 4.8**.

Parks and Recreation

This alternative would implement a new hospital facility at the project site. Park demand is typically generated by residential growth. Implementation of this alternative would not result in direct population growth in the City, and thus implementation of this alternative would avoid the significant and potentially significant identified for the proposed project to the use and overuse of parks in the City.

Population and Housing

This alternative could induce growth by providing new jobs at the proposed hospital facility. Because a new facility would be built under this alternative and the previous hospital use has been relocated to a different part of the City, there would be a substantial amount of new jobs created under this alternative. The City of Santa Clara has a strong employment base with approximately 2.22 jobs per employed resident. Because Santa Clara already has a strong employment base, new workers would either have to commute from housing in other areas of Santa Clara County or from outside the County. This could induce housing growth in other areas. This is considered a significant impact and no feasible mitigation measure would apply.

Public Services

This alternative would implement a new hospital facility on the project site. The local police department indicated that the former Kaiser hospital generated a low amount of service calls, and they anticipated that a higher density development would generate a higher number of calls. However, it is anticipated that this use would increase the demand for fire services related to emergency medical technicians. Nonetheless, public service providers would be able to adequately provide services to the hospital. Impacts related to public services would be similar under this alternative compared to the proposed project.

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[3] Typically a doubling of sound energy results in a 3.0 dB(A) increase in noise level and therefore a doubling of traffic is needed to increase noise levels by 3.0 dB(A). The existing traffic volume on Live Oak Drive is 1,285 vehicles per day. The alternative would add approximately 780 daily trips and therefore would not increase noise levels by 3 dB(A)

Transportation and Circulation

The construction and operation of a new hospital use would generate daily traffic trips to and from the site. As described in the traffic report prepared by Fehr and Peers (**Appendix 4.12**), trip generation for a new hospital facility at the project site, assuming the same intensity of the previous Kaiser hospital, was calculated by taking driveway counts at the new Kaiser hospital on Homestead Road. The new Kaiser Homestead campus includes a 327-bed hospital and 520,000 square feet of medical office space. The driveway counts were factored to account for the difference in size of the project site and the Kaiser Homestead campus. The medical office space was assumed to generate trips at the same trip rate published in the ITE Trip Generation manual. The difference in driveway counts and the medical office trips were then used to calculate a trip rate per bed for the hospital use. The trip generation rates and estimates for the hospital use on the project site are summarized below in **Table 5.02, Hospital use Trip Generation Rates and Estimates**. As shown, a hospital facility would generate approximately 7,840 daily trips, 670 AM peak-hour trips and 768 PM peak-hour trips, which is more trips generated by the proposed project. Using the trip distribution pattern estimated for the proposed project, traffic volumes for the hospital use on-site were added to the background volumes described in **Section 4.12**.

Table 5.0-2
Hospital Use Trip Generation Rates and Estimates

	Daily		AM Peak Hour				PM Peak Hour			
Use	**Rate**	**Trips**	**Rate**	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
Homestead Campus										
Hospital (327 beds)	3.20	1,045	0.86	238	44	282	1.01	138	192	330
Medical Offices (520 ksf)[1]	40.48	21,048	2.48	1,019	271	1,290	2.81	394	1,066	1,460
Driveway Totals[2]		22,093		1,257	315	1,572		532	1,232	1,764
Project Site										
Hospital (286 beds)	3.20	914	0.86	208	38	247	1.01	121	168	289
Medical Offices (171 ksf)[2]	40.48	6,906	2.48	334	89	423	2.81	129	350	479
Kiely Campus		**7,820**		**542**	**127**	**670**		**250**	**518**	**768**

Source: Fehr and Peers 2008
Notes:
ksf = thousand square feet
1 Assumes Homestead Medical Office Building (MOB) generates trips similar to trip rates for MOB published in the ITE Trip Generation, 7th Edition.
2 Surveyed Average Rates from 24 hour counts conducted in October 2007 at Kaiser Medical Facility at Lawrence Expressway and Homestead Road.

Intersection level of service calculations were conducted to evaluate the operating levels of the study intersections under a hospital use at the project site. The results of the intersection LOS analysis for the study intersections are presented in **Table 5.0-3, Background and Project Intersection Level of Services**. The LOS results for the proposed project are also presented for comparison purposes. The corresponding LOS calculation worksheets are included in **Appendix 4.12**.

Similar to the proposed project, this alternative would exacerbate LOS E or F operations at the following intersections:

- Lawrence Expressway and Homestead Road (LOS F, PM peak hour)
- San Tomas Expressway and El Camino Real (LOS F, AM and PM peak hours; LOS E)
- San Tomas Expressway and Benton Street (LOS E, AM peak hour)
- San Tomas Expressway and Homestead Road (LOS E, PM peak hour)

In addition, a new hospital facility would degrade the San Tomas Expressway/Homestead Road intersection from LOS E to LOS F during the PM peak hour. The remaining study intersections are projected to remain at acceptable levels of service according to their designated LOS standard. As shown in **Table 5.0-3** above, the new hospital facility would result in a significant impact to San Tomas Expressway intersection with El Camino similar to the proposed project. In addition, the new hospital facility would have a significant impact to San Tomas Expressway and Homestead intersection. This alternative would have an impact at two intersections versus one intersection that would be impacted by the proposed project.

Table 5.0-3
Background and Project Intersection Levels of Service

		Background				Re-Occupancy of Kaiser					
Intersection	Peak Hour	Avg Delay [2]	LOS[3]	Crit Delay	Crit V/C	Avg Delay[2]	LOS[3]	Crit Delay	Crit V/C	Δ in Crit V/C[4]	Δ in Crit Delay[5]
1. Lawrence Expwy/Benton St	AM	39.1	D	44.1	0.885	46.5	D	54.4	0.951	0.066	13.3
	PM	30.7	C	28.9	0.776	32.8	C-	28.9	0.776	0.000	0.0
2. Lawrence Expwy/Homestead Rd[6]	AM	53.2	D-	59.1	0.884	53.0	D-	59.1	0.884	0.000	0.0
	PM	131.3	F	135.4	1.008	135.3	F	135.4	1.008	0.000	0.0
3. Lawrence Expwy/Pruneridge Ave	AM	47.9	D	47.7	0.839	48.1	D	48.2	0.846	0.007	0.6
	PM	35.1	D+	33.7	0.811	36.2	D+	35.7	0.829	0.017	2.1
4. Pomeroy Ave/Benton St	AM	11.2	B+	11.2	0.372	11.3	B+	11.2	0.390	0.018	0.1
	PM	11.4	B+	11.4	0.427	11.6	B+	11.8	0.456	0.030	0.4
5. Pomeroy Ave/ Homestead Rd	AM	19.9	B-	19.0	0.572	19.9	B-	19.0	0.575	0.003	0.0
	PM	20.6	C+	19.4	0.545	20.6	C+	19.4	0.553	0.008	0.1
6. Pepper Tree Lane/ Homestead Rd	AM	10.0	B+	9.7	0.340	9.9	A	9.6	0.343	0.003	-0.1
	PM	7.4	A	6.1	0.393	7.3	A	6.0	0.400	0.007	0.0
7. Bowers Ave/ El Camino Real[6]	AM	31.3	C	32.1	0.657	33.1	C-	34.0	0.694	0.037	1.9
	PM	38.2	D+	43.8	0.864	41.9	D	50.7	0.918	0.055	7.0
8. Kiely Blvd/ Benton St	AM	31.8	C	30.2	0.581	32.3	C-	31.8	0.621	0.040	1.6
	PM	29.3	C	27.1	0.592	29.6	C	28.5	0.637	0.045	1.4
9. Kiely Blvd/ Kaiser Dr	AM	11.4	B+	11.2	0.407	12.6	B	11.5	0.436	0.028	0.3
	PM	11.4	B+	11.1	0.412	13.7	B	14.1	0.645	0.233	2.9
10. Kiely Blvd/ Homestead Rd	AM	31.8	C	33.4	0.627	33.5	C-	35.8	0.694	0.068	2.4
	PM	33.1	C-	34.0	0.672	34.3	C-	34.6	0.695	0.023	0.5
11. Kiely Blvd/ Pruneridge Ave	AM	29.9	C	29.4	0.458	30.3	C	29.6	0.468	0.010	0.3
	PM	29.8	C	26.6	0.478	30.2	C	26.6	0.494	0.016	0.0

Intersection	Peak Hour	Background Avg Delay[2]	Background LOS[3]	Background Crit Delay	Background Crit V/C	Re-Occupancy of Kaiser Avg Delay[2]	Re-Occupancy of Kaiser LOS[3]	Re-Occupancy of Kaiser Crit Delay	Re-Occupancy of Kaiser Crit V/C	Δ in Crit V/C[4]	Δ in Crit Delay[5]
12. Kiely Blvd/ Stevens Creek[6]	AM	40.0	D	43.2	0.446	40.2	D	43.4	0.452	0.006	0.2
	PM	42.9	D	43.0	0.496	43.0	D	43.1	0.501	0.005	0.1
13. Kiely Blvd/ Saratoga Ave[6]	AM	33.3	C-	45.0	0.537	33.2	C-	44.9	0.545	0.008	-0.1
	PM	48.0	D	53.4	0.776	48.3	D	53.9	0.787	0.011	0.5
14. San Tomas Expwy/El Camino Real[6]	AM	95.8	F	116.5	1.133	104.9	F	119.3	1.141	0.008	2.8
	PM	93.5	F	94.6	0.905	**107.9**	**F**	113.5	0.948	**0.043**	**19.0**
15. San Tomas Expwy/Benton St	AM	67.2	E	82.0	0.997	68.5	E	85.0	1.003	0.006	3.0
	PM	47.5	D	52.2	0.957	50.9	D	58.7	0.978	0.021	6.5
16. Library Entrance/ Homestead Rd	AM	16.8	B	16.2	0.369	16.4	B	15.6	0.397	0.029	-0.5
	PM	21.4	C+	21.2	0.537	21.1	C+	21.0	0.562	0.024	-0.2
17. San Tomas Expwy/ Homestead Rd[6]	AM	60.5	E	70.3	0.952	62.6	E	73.2	0.959	0.008	2.9
	PM	75.7	E-	94.7	1.058	**80.4**	**F**	101.8	1.075	**0.017**	**7.2**

Source: Fehr & Peers 2008

*Notes: Significant impacts are identified in **bold** type.*

1 AM = morning peak-hour, PM = evening peak-hour.

2 Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections using methodology described in the 2000 Highway Capacity Manual. LOS calculations conducted using the TRAFFIX level of service analysis software package.

3 LOS = Level of service based on average delay calculations

4 Change in the critical volume-to-capacity ratio (V/C) between Background and Re-occupancy of Kaiser Conditions. Numbers may not add correctly due to rounding.

5 Change in critical movement delay between Background and Re-occupancy of Kaiser Conditions. Numbers may not add correctly due to rounding.

6 Designated CMP intersection

As discussed in **Section 4.12**, the proposed project would add approximately 600 trips to Pepper Tree Lane and 130 trips Live Oak Drive. The project trips likely to use Pepper Tree Lane and Live Oak Drive are generated by drivers traveling to or from Lawrence Expressway to the west. With this alternative, a new hospital facility, at the same intensity of the former Kaiser facility, would generate 600 trips on Pepper Tree Lane and 780 daily trips on Live Oak Drive, which is 650 more trips than with the proposed project. The same mitigation measures would apply to this alternative to reduce traffic trips on Pepper Tree Lane to a less-than-significant level, however an increase in impact would occur on Live Oak Drive compared to the proposed project.

Utilities and Service Systems

According to the water supply assessment (WSA) prepared for the proposed project, the historic water demand at the project site is approximately 123 acre feet per year (afy). This demand is comparable to the Alternative 3 since the same sized hospital facility is proposed with this alternative. The proposed project would have a water demand of 406.1 afy (assuming no use of recycled water for irrigation), an increase of approximately 284 afy over the historical water demand in at the site. The City's 2005 Urban Water Management Plan (UWMP) assumed the water demand of the Kaiser hospital at the project site in its projected water demand through the year 2030. According to the 2005 UWMP and the analysis presented in **Section 4.6** of this EIR, there is an adequate supply of potable water to serve the site for the proposed institutional use. This supply would not negatively impact groundwater levels, and groundwater recharge. This alternative would increase wastewater generation on the project site above existing conditions. However, given the previous hospital use on the site, it is anticipated this alternative would utilize the existing sanitary sewer connection lines. Given this, similar to the proposed project, this alternative would have a less-than-significant impact related to sanitary sewer line and treatment plan capacity. Under this alternative it is anticipated that impacts related to utilities and service systems would be further reduced as compared to the proposed project.

Project Alternative

The following alternative was developed for analysis by the City to reduce the potentially significant and significant impacts identified for the proposed project. This alternative differs from the No Project alternatives in that it assumes a range of land uses that may require a discretionary approval not already secured for the project site.

Alternative 4 – Reduced Density Alternative

Alternative 4 would reduce the density of residential units proposed by creating a 5-acre park dedication site along the eastern boundary of the project site. The park site would encompass two areas on the

project site, south of Kaiser Drive and would be bisected by the project access road to Kiely Boulevard. The northern park site would be approximately 2 acres and the southern park site would be approximately 3 acres (see **Figure 5.0-1 Reduced Density Alternative Site Plan**).

The designation of the parkland dedication site would reduce the number of apartment units and the size of the project site from that proposed under the project. A total of 503 units would be constructed with this alternative. The number of single-family units and townhomes would remain the same as the proposed project: 152 town houses, 73 row houses, and 45 single-family units. The total number of apartments under this alternative would be 233, which is 303 less units than the proposed project.

It is anticipated that the parkland would be dedicated to the City to fulfill the applicant's requirement to provide parkland on site (See **Section 4.11 Parks and Recreation**). In this case, the size of the project site would be smaller with this alternative since 5 acres of land would be dedicated to parkland. The site would be approximately 21 acres compared to the approximately 26 acres proposed under the project. The overall housing density would be 27 units per acre (Parcels 1 and 2 would have a density of 28 units per acre and Parcel 3 would have a density of 24 units per acre). The proximity of the on-site park use would extend the park corridor along Kiely Boulevard from the existing Central Park along the western portion of the street. This alternative would also preserve all non-diseased trees on the project site that are within the boundaries of the proposed parkland dedication area. All other aspects of the proposed project would remain the same, including the development of passive and active recreational activities within the project site. This alternative would involve similar demolition and construction activities as the proposed project.

Relationship to Project Objectives

Alternative 4 would achieve most of the project objectives. The alternative would provide a smaller number of residential units at the project site than the number that is currently allowed by the City's Housing Element (Section 3.4.3), and would increase the total acres of open space on site, in comparison to the proposed project. The alternative would also achieve the objectives to provide a mixed-density housing community to serve the social and economic diversity in the City; provide a higher-density residential development that is compatible with the existing adjacent neighborhoods; provide affordable housing opportunities to help meet the City's annual regional housing needs, including housing for lower and moderate income households; and provide a higher-density infill housing community on currently vacant land. However, this alternative would reduce the number of higher density, affordable housing units by 30 in comparison to the proposed project and lessen the full potential of providing more affordable housing units on site to help with the current deficiency in affordable housing within the City.

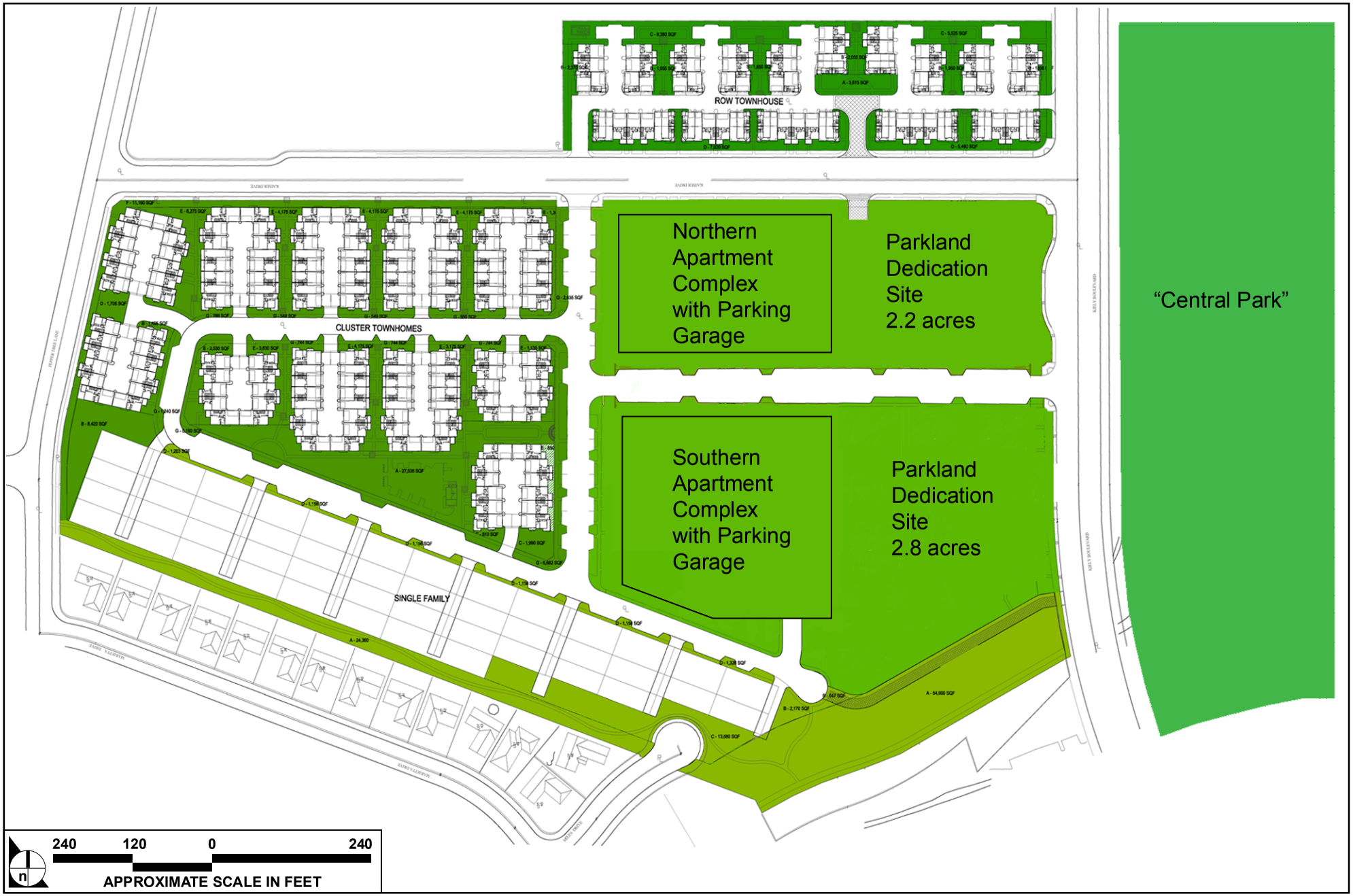
Comparative Analysis of Impacts

Aesthetics

This alternative would implement a 5-acre park along the eastern border of the project site adjacent to Kiely Boulevard. This park would visually extend the existing park located east of Kiely Boulevard within Central Park. The change in visual character from vacant hospital and medical buildings to a park site with residential uses further west would reduce the mass and bulk of buildings currently viewed from Kiely Boulevard and Central Park. The visual impact of this alternative would be of lesser magnitude than the proposed project. This alternative would add new sources of light and glare on the project site though parking lot lighting, street lighting, exterior building lighting, and metal surfaces associated with vehicles and other building structures. It is anticipated there would also be exterior lighting for the park area around pedestrian pathways, near roadway intersections, and at any park features such as playgrounds and restrooms. However, given that these lighting and glare sources would not generate a higher amount of light and glare than proposed for the project, this alternative would not increase the project impact related to light and glare. Similar mitigation measures would apply to reduce lighting and glare sources impacts.

Air Quality

Similar to the proposed project, the Alternative 4 would result in air pollutant emissions from construction activities, and other area, mobile, and stationary sources. The land-use and transportation model, URBEMIS2007 Version 9.2.4, was used to estimate operational emissions for the Institutional Alternative. **Table 5.0-4**, **Gallery at Central Park Density Reduction Alternative – Net Estimated Operational Emissions (Unmitigated)**, presents the operational emissions associated with the Density Reduction Alternative.



SOURCE: Fairfield Development - May 2008

FIGURE **5.0-1**

Reduced Density Alternative Site Plan

Table 5.0-4
Gallery at Central Park Density Reduction Alternative
Estimated Net Operational Emissions (Unmitigated)

Emissions Source	Emissions in Pounds per Day				
	ROG	NO_X	CO	SO_X	PM_{10}
Summertime Emissions[1]					
Operational (Mobile) Sources	26.01	26.53	295.59	0.26	46.61
Area/Stationary Sources	29.25	4.08	6.81	0.00	0.03
Summertime Emissions Total	55.26	30.61	302.40	0.26	46.64
Existing Emissions[2]	5.53	5.61	58.45	0.04	6.81
Net Change in Emissions	49.73	25.00	243.95	0.22	39.83
BAAQMD Threshold	80	80	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO
Wintertime Emissions[3]					
Operational (Mobile) Sources	25.84	40.14	311.69	0.22	46.61
Area/Stationary Sources	99.87	10.22	262.75	0.77	41.22
Wintertime Emissions Total	125.71	50.36	574.44	0.99	87.83
	6.52	8.31	64.88	0.03	6.81
Net Change in Emissions	119.19	42.05	509.56	0.96	81.02
BAAQMD Threshold	80	80	—	—	80
Exceeds Threshold?	**YES**	NO	—	—	**YES**

*Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 5.0**.*
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
[1] *Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).*
[2] *Existing emissions are those associated with the existing 30,000 square feet of medical/administrative office use.*
[3] *Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).*

As shown above in **Table 5.0-4,** operational emissions associated with Alternative 4 would exceed the ROG and PM_{10} thresholds of significance during the wintertime, similar to the proposed project. However, the emissions generated with this alternative would be fewer than the amount of emissions generated by the proposed project (see **Table 4.2-4, Gallery at Central Park Estimated Net Operational Emissions (Unmitigated)** in **Section 4.2, Air Quality)**. The same mitigation measures as proposed for the project would apply to reduce operational emissions to a less-than-significant level.

Biological Resources

Similar demolition and construction activities would occur on the project site, with this alternative as described for the proposed project. Project construction with this alternative might result in the potential direct loss of special-status bat species or indirect impacts due to construction noise. The same mitigation measures proposed for the project would apply to this alternative. Mature trees would be removed, but at a lesser extent than the proposed project, since the park would be designed to preserve as many existing trees as possible. This alternative would also result in a potential significant impact to the potential direct loss of active nests of common and migratory bird species and common bat species because trees would be removed. The same mitigation measures identified for the proposed project would apply to this alternative to reduce these impacts to a less-than-significant level. The impact to riparian habitat would be similar under this alternative with the proposed demolition activity and the removal of the asphalt parking lot. The same mitigation measures as identified for the proposed project would be implemented under this alternative to reduce the impact to a less-than-significant level. Implementation of Alternative 4 would not increase or result in a new significant impact to biological resources. Under this alternative, there would be a lesser impact to biological resources compared to the proposed project.

Global Climate Change

Implementation of the reduced density alternative would provide additional housing and park land uses on site. This alternative would provide housing and recreational opportunities for nearby residents who would otherwise travel further distances for their homes or recreational uses. On the flip side, the implementation of this alternative would develop additional parkland in an area of the City where there is sufficient parkland facilities (other areas of the City are lacking parkland facilities). This may cause more people to travel to the project site from farther distances in the City to use the additional parkland. However, given the relatively small amount of parkland proposed on the site, it is not likely that a substantial number of people would be traveling to the site from other areas of the City.

This alternative would also implement suggested mitigation measures such as designing the residential and park buildings to be energy efficient, utilizing reclaimed water for irrigation, utilizing graywater to the extent feasible, reusing concrete and steel from the demolished existing land uses on site, providing a mixed-use and high density infill development, and preserving existing trees. Overall, this alternative would generate fewer emissions associated with vehicle miles travels and on-site stationary sources compared to the proposed project.

Hazards and Hazardous Materials

Demolition and construction activities would be similar to those proposed for the project. Construction of the project could uncover and expose construction workers and future residents to USTs. Similar to the proposed project, this is a potentially significant impact. Similar mitigation measures as those identified for the proposed project would be implemented to reduce this impact to a less-than-significant level. Additionally, regulated building materials present in the buildings to be demolished on the project site could be released to the environment and pose a risk to construction workers or the public. Similar to the proposed project, this is a potentially significant impact. Similar mitigation measures as those identified for the proposed project would be implemented to reduce this impact to a less-than-significant level.

Hydrology and Water Quality

This alternative would redevelop the site with a reduced density alternative. Given that an adequate supply of potable water is available to serve the proposed project, this alternative would not negatively impact groundwater levels and groundwater recharge. With more pervious surfaces, this alternative would result in more groundwater recharge than the proposed project. With regard to drainage, this alternative would implement drainage plans and stormwater retention measures to reduce impacts associated with stormwater runoff and water quality to a less-than-significant level. This alternative would have a lesser impact related to hydrology and water quality than the proposed project because this alternative would result in a greater amount of pervious surface resulting in less surface water runoff and greater groundwater recharge.

Land Use and Planning

This alternative would not divide an existing community. This alternative would be beneficial as it would extend the parkland uses associated with Central Park and continue recreational opportunities onto the project site. This alternative would be consistent with the general plan designation for the project site. Therefore, impacts related to land use and planning are anticipated to be less-than-significant, similar to the proposed project.

Noise

This alternative would expose on-site users to noise impacts associated with mobile sources. Due to the less intense land uses proposed under this alternative, it is anticipated that this impact would be reduced compared to the proposed project. Similar noise impacts associated with demolition and construction activities would be anticipated under this alternative, although slightly reduced given the park use proposed. Mitigation measures NOISE-4a and -4b would be implemented for construction activities to

ensure this impact would be reduced to a less-than-significant level. This alternative would result in reduced noise impacts compared to the proposed project due to the reduced density and park site proposed.

Parks and Recreation

This alternative would implement a park on the project site. This would be a beneficial effect and would increase the amount of parkland available within the City. Impacts related to parks and recreation would be reduced under this alternative compared to the proposed project.

Population and Housing

This alternative could induce growth by providing new jobs at the proposed park site. However, the number of new jobs created by the on-site park use is anticipated to be relatively small compared to overall workforce in the City. These jobs could be filled by existing residents and this alternative would not cause a substantial increase in residential growth. This alternative would implement fewer apartment units than the proposed project, but would maintain the same distribution of townhomes, single-family homes, and affordable housing. Note that although the distribution of affordable housing would be the same, 10 percent of the multi-family units, there would be 30 less affordable housing units with this alternative compared to the proposed project. The distribution of residential units is within the Association of Bay Area Governments projection for housing needs for the City. This alternative would result in lower number of population growth, thereby lessen the secondary impacts (i.e., increased demand in public services, increased vehicles, etc.) identified for the proposed project.

Public Services

The reduced density use under this alternative would result in lower demand for public services compared to the proposed project. Therefore, this alternative would reduce the magnitude of impact identified for the proposed project.

Transportation and Circulation

As discussed in **Section 4.11**, trip generation associated with the proposed project would generate approximately 4,302 new trips from the project site. Trip generation associated with this alternative would reduce the number of apartments on site to 233 units. This in turn reduces the number of trips associated with the project by 1,906. The 5-acre park site would generate approximately 18 trips per day. Therefore, the net reduction of trips under this alternative compared to the proposed project would be 1,888 trips. The reduction of trip generation would eliminate the significant intersection impact at San

Tomas Expressway and El Camino Real as well as the significant cumulative impact at San Tomas Expressway and Homestead Avenue. The reduced number of vehicles would also lessen impacts associated parking capacity, circulation, and traffic volume on Pepper Tree Lane. Given the above, this alternative would avoid and reduce traffic-related impacts identified for the proposed project.

Utilities and Service Systems

Alternative 4 would reduce the number of multi-family units on the project site, thereby reducing the demand for water and wastewater. According to the water supply assessment (WSA) prepared for the proposed project, the historic water demand at the project site is approximately 123 afy. The water demand for the project is approximately 406 afy, which represents an increase in water demand of approximately 284 afy. This alternative would develop 503 units and approximately 5 acres of open space. Using the calculations used to generate water demand for the project as presented in the WSA, this alternative would generate a water demand of approximately 140 afy[4], which is less than the demand of the proposed project. According to the WSA and the analysis presented in **Section 4.6** of this EIR, there is an adequate supply of potable water to serve the site for the proposed project, which would require a higher demand of water than this alternative. Given the recent vacancy of the hospital use on site, the City had included the utility demand for the hospital use in their overall projections. This alternative would have a reduce water demand and wastewater generation compared to the hospital use on site. This alternative would use recycled water for the irrigation of the parkland, but the net demand of water for the site is anticipated to be less than the pervious hospital use. Under this alternative it is anticipated that impacts related to utilities and service systems would be further reduced as compared to the proposed project.

5.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of the environmentally superior alternative among the alternatives to the project. The environmentally superior alternative must be an alternative to the project that reduces some of the environmental impacts of the project, regardless of the financial costs associated with this alternative. Identification of the environmentally superior alternative is an informational procedure and the alternative identified as the environmentally superior alternative may not be that which best meets the goals or needs of the project. Additionally, if the No Project Alternative is determined to reduce most impacts, CEQA requires that the EIR identify an environmentally superior alternative among the other alternatives (*CEQA Guidelines* Section 15126.6(e)).

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4 According to the WSA, 270 single-family units would generate 89.3 afy, 233 multi-family units would generate 51.3 afy (119.4 af/542 multi-family units = .022 afy per multi-family unit, 0.22 X 233 = 51.3 afy).

The criteria for selection of the environmentally superior alternative was based on comparison of the alternatives that would most substantially reduce or avoid the significant and potentially significant impacts identified for the proposed project. Given the comparison of alternatives identified below in **Table 5.0-5**, Alternative 1, No Project, No Build, would avoid all the significant impacts identified for the proposed project. Alternatives 2 and 3 are also considered No Project alternatives, but the No Project, No Build alternative would reduce or avoid the most significant impacts.

Pursuant to CEQA, Alternative 4, Reduced Density Alternative, is selected as the environmentally superior alternative. Alternative 4 would reduce the amount of trips generated by the proposed project and would eliminate the significant impact related to transportation and traffic identified for the proposed project. This alternative would reduce the potentially significant impacts identified for the proposed project related to biological resources and noise. Additionally, this alternative would further reduce the magnitude of the less-than-significant impacts identified for the proposed project related to aesthetics, air quality, hydrology and water quality, and utilities and service systems.

For these reasons, Alternative 4 is the environmentally superior alternative to the project.

Table 5.0-5
Summary Comparison of Project Alternatives

Gallery at Central Park Project Impact		Proposed Project Impact (Before Mitigation)	No Project Alternative (Park)	No Project Alternative (Hospital)	Reduced Density Alternative	No Build
AES-2	Implementation of the project would introduce new sources of light and glare from residential land uses.	PS	-	+	-	-
AIR-1	Construction of the proposed project would generate short-term emissions of fugitive dust and criteria pollutants that would not affect local air quality in the vicinity of the construction site.	PS	-	-	-	-
AIR-2	The proposed project would generate long-term operational emissions of criteria pollutants from increases in traffic and stationary and area sources.	S	-	-	-	-

Gallery at Central Park Project Impact		Proposed Project Impact (Before Mitigation)	No Project Alternative (Park)	No Project Alternative (Hospital)	Reduced Density Alternative	No Build
BIO-1	Project construction might result in the potential direct loss of special-status bat species or indirect impacts due to construction noise.	PS	-	=	-	-
BIO-2	Project construction might result in the potential direct loss of active nests of common and migratory bird species or colonies of common bat species	PS	-	=	-	-
BIO-3	Construction of the proposed project would result in the permanent removal of trees on site. The project's landscaping plan does not show tree replacement at a 2:1 ratio as required by the City's common practice for tree removal and replacement.	PS	-	-	-	-
BIO-4	Development activities associated with the creek buffer, including the demolition of the asphalt parking lot and construction of the trail, could potentially affect a portion of the riparian corridor along Saratoga Creek.	PS	=	-	=	-
HAZ-2	Construction of the project could uncover and expose construction workers and future residents to hazards from USTs.	PS	=	=	=	-

Gallery at Central Park Project Impact		Proposed Project Impact (Before Mitigation)	No Project Alternative (Park)	No Project Alternative (Hospital)	Reduced Density Alternative	No Build
HAZ-3	Regulated building materials present in the buildings to be demolished on the project site could be released to the environment and pose a risk to construction workers or the public	PS	=	=	=	-
NOISE-4	Project construction activities would result in a substantial temporary increase in ambient noise levels that would adversely affect off-site receptors.	PS	-	-	-	-

Gallery at Central Park Project Impact		Proposed Project Impact (Before Mitigation)	No Project Alternative (Park)	No Project Alternative (Hospital)	Reduced Density Alternative	No Build
REC-1	The proposed project would be required to provide 5.2 acres of parkland on or off site in compliance with the City's parkland standard.	S	-	-	-	-
REC-2	Development of the proposed project would increase the use of existing neighborhood parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.	PS	-	-	-	
TRANS-1	Development of the project would result in an operational impact at the CMP intersection of San Tomas Expressway and El Camino Real	S	-	+	-	-
TRANS-5	Development of the project would increase the average daily traffic volume above 150 vehicles per day on Pepper Tree Lane.	S	-	= (greater impact to Live Oak)	-	-

KEY

PS	*Potentially significant impact*
SU	*Significant unavoidable impact*
=	*Impact similar to proposed project*
--	*Impact less than proposed project*
+	*Impact greater than proposed project*

Source: Impact Sciences 2008.